

TOP SECRET

IDEALIST

SAMPLE MESSAGE FORM:

T O P S E C R E T

TO: AFSSO USAF JCS WASH, D. C.

FROM: DIRECTOR

25X1A

T O P S E C R E T. [REDACTED] CHANNELS. PROJECT IDEALIST.

JCS PASS TO J-3 JRC. AFSSO PASS TO AFXOPR FOR INFO.

CITE OPCEN _____

REF: OPCEN _____

PART III

1. MISSION NUMBER _____

2. ROUTE:

A.

B.

C. ETC.

3. TARGETS TO BE COVERED:

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-24

OPERATIONS
7 February 1966

OPERATIONAL HAZARD REPORTS

1. PURPOSE:

To define an operational hazard and establish how it shall be reported.

2. DEFINITION:


An operational Hazard is any condition or act that may affect the safety of Project aircraft and/or associated personnel.

3. RESPONSIBILITY:

Detachment Commanders will insure that the means and procedures are provided for immediately reporting and promptly investigating operational hazards. They will forward a resume of this report and any action taken to Project Headquarters in accordance with paragraph 4 below. Project Headquarters will direct corrective action.

4. PROCEDURES:

a. All operational hazards will be reported to Project Headquarters using IMMEDIATE precedence or higher, whichever is deemed necessary.

b. Reports will be slugged 

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Revised

50-10-24

1 Feb 67

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-6

OPERATIONS
7 February 1966

Supersedes PHD #50-1055-2 dated 13 February 1964

TAPE RECORDING OF PILOT BRIEFINGS AND DEBRIEFINGS
OF HEADQUARTERS DIRECTED MISSIONS

1. PURPOSE:

To establish the requirement for recording on tape the pilot general briefing and debriefing of Headquarters directed missions.

2. SCOPE:

The provisions of this Directive are applicable to Detachments under the control of this Headquarters.

3. RESPONSIBILITY:

Detachment Commanders are responsible for ensuring compliance with this Directive.

4. GENERAL:

a. In order that a permanent record is available, all pilot general briefings and debriefings of Headquarters directed missions will be tape recorded using standard briefing and debriefing formats. If at all possible, the recorder should be operated on 60 cycle power.

A portable tape recorder will be obtained and carried to advance staging location to ensure compliance with this Directive when operating away from permanent detachment base.

b. The tapes will be classified TOP SECRET with the mission number and date marked on the container. Tapes should then be couriered to Project Headquarters along with other mission take.

c. After receipt at Headquarters, tapes will be filed in Project Headquarters with other mission records.

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Revised
5-10-66
7 Feb 66

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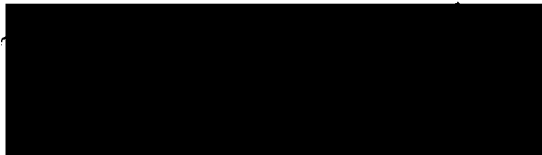
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d. A resume of the pilots cover story, quoted from memory, will be part of the recorded briefing.

e. When a pilot describes sightings made during a mission, he should locate them in reference to a lettered point on the briefed route, i.e., "A large factory located ten miles southeast of point ALPHA, near the lake."

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-19

OPERATIONS
7 February 1966

ABORT CRITERIA FOR U-2 OPERATIONAL MISSIONS

1. PURPOSE:

To establish abort criteria and to provide guidance for mission pilots and other personnel who must decide whether or not an operational mission should be aborted.

2. RESPONSIBILITY:

Detachment Commanders will insure that supervisory personnel concerned with control of an operational mission are thoroughly familiar with the provisions of this Directive.

3. DEFINITIONS:

a. Emergency Abort - A mission abort caused by an aircraft malfunction which affects safety of flight and dictates that the aircraft exit denied territory as quickly as possible.

b. Press-on Point - That point on the planned route, beyond which it is advisable that the mission aircraft continue along the planned route. Position of this point is dependent upon distance to the briefed landing base, hostile threat to the mission aircraft, proximity of the route to the border of denied territory and can also vary with the type of malfunction encountered.

c. Approach Phase - That portion of the mission from take off to the point of penetration of denied territory.

d. Penetration Phase - That portion of the mission from point of entry of denied territory to the Press on Point.

e. Withdrawal Phase - That portion of the mission from the Press-on Point to the briefed landing base.

4. GENERAL:

a. Mission routes are planned so as to collect the

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maximum amount of intelligence data with the minimum threat to safety of the mission aircraft. After the route is planned, latest photography of the area within thirty nautical miles of the route is carefully searched for Surface-to-Air Missile sites not previously detected. Although this search cannot guarantee that the route is free of SAM sites, it does provide some assurance that flying along the planned route is safer than flying in an area that has not been searched.

b. Some malfunctions of aircraft equipment affect safety of flight and make it mandatory that the mission be aborted immediately. Other malfunctions, which do not affect safety of flight, but could affect the success of the mission, are also mandatory causes for abort during the Approach Phase of the mission.

c. After the aircraft has penetrated denied territory so many variables can be present in an abort situation that specific instructions, which will cover each individual case, cannot be formulated. Unless the malfunction dictates an emergency abort, the decision to abort must be made by the mission pilot and the Detachment Commander, based on the circumstances existing at the time and on the guidance outlined below.

d. On an individual mission basis, Project Headquarters will delete certain items of equipment from the list of mandatory causes for abort, but only when their failure to operate properly will not affect the safety of the mission aircraft.

5. ABORT CRITERIA:

a. Emergency Abort: Failure or malfunction of any of the following, during any phase of the mission is considered mandatory cause for an emergency abort. The aircraft will exit denied territory via the most direct safe route and proceed either to the briefed landing base or nearest friendly landing base, dependent upon fuel remaining and the ability of the pilot to control the emergency.

(1) Autopilot.

(2) Engine roughness or flameout.

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- (3) Oxygen system.
- (4) DC generator.
- (5) Both primary inverters.
- (6) Oil pressure or temperature.
- (7) Fuel pressure or uncontrollable uneven fuel feeding.

b. Approach Phase: During the Approach Phase, the failure or malfunction of one or more of the following is mandatory cause for abort of the mission:

- (1) Autopilot.
- (2) Engine roughness or flameout.
- (3) Oxygen system.
- (4) DC generator.
- (5) Both primary inverters.
- (6) Oil pressure or temperature.
- (7) Fuel pressure or uncontrollable uneven feeding.
- (8) Hydraulic pressure.
- (9) System 9B.
- (10) System 12B.
- (11) System 13A.
- (12) OSCAR SIERRA.
- 25X1A (13) [REDACTED]
- (14) Single sideband radio.
- (15) Primary camera.

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(16) AC generator.

(17) Cockpit or equipment bay pressurization.

(18) Any other malfunction, either singly or in combination, that could affect the safety of the mission.

c. Penetration Phase: During the Penetration Phase of the mission, failure or malfunction of one or more of the following is cause for abort of the mission. Unless the malfunction is serious enough to warrant an emergency abort, pilot should reverse track, exit denied territory via the point of penetration and then proceed either to the take off base or briefed landing base via the most nearly direct, safe route dependent upon fuel remaining:

(1) Autopilot

(2) Engine roughness or flameout.

(3) Oxygen system.

(4) DC generator.

(5) Both primary inverters.

(6) Oil pressure or temperature.

(7) Fuel pressure or uncontrollable uneven fuel feeding.

(8) Hydraulic pressure.

(9) System 12B.

(10) System 13A.

(11) OSCAR SIERRA.

25X1A

(12) 

(13) Single sideband radio.

(14) Primary camera.

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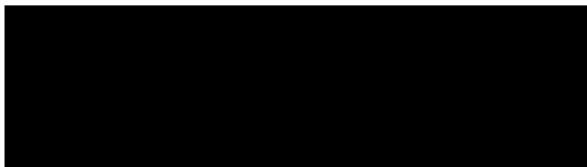
IDEALIST

(15) Cockpit or equipment bay pressurization.

(16) Any other malfunction, either singly or in combination, that could jeopardize safety of the mission aircraft.

d. Withdrawal Phase: After passing the Press-on Point, the mission aircraft should continue along the planned route unless an emergency abort situation is encountered.

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Revised
5010-12 871 or 1967
OPERATIONS

PROJECT HEADQUARTERS
DIRECTIVE 50-10-12

7 February 1966

Supersedes PHD #50-1055-7 dated 13 February 1964

EMERGENCY NOTIFICATION PROCEDURES FOR IDEALIST CONTROLLERS

1. PURPOSE:

To establish a procedure to notify necessary persons and agencies of an emergency condition concerning an IDEALIST mission.

2. SCOPE:

These instructions apply to all missions planned, directed, or otherwise under the control of Project IDEALIST. For the purpose of this instruction, an incident or an accident (as defined in PHD #50-10-20) will require the same initial notification within OSA.

3. DEFINITION:

EMERGENCY - An incident/accident during the conduct of or concerning an IDEALIST operational mission which requires immediate action to preserve the security of the project; to establish or maintain a cover story; to provide information which will enable proper authorities to take quick necessary action in the national interest. In the context of this Directive, a mission abort is not to be considered an emergency.

4. PROCEDURES:

a. Upon receipt of notification of an emergency situation concerning an IDEALIST mission, the duty controller will immediately call the following persons in the order listed; advise them of the condition which exists (incident or accident); and request that they report to the Control Center immediately for further clarification of details. No one else will be notified by any method without the express approval of the Director of Special Activities, or his designated alternate.

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- (1) Chief, IDEALIST Division
Alternate: Ops Officer IDEALIST Division
- (2) Deputy for Field Activities, OSA
Alternate: AD/FA/OSA
- (3) Director of Special Activities
Alternate: DD/SA

b. With the concurrence of one of the persons listed in paragraph 4a above, advise the JRC War Room of the emergency by secure Gray phone.

c. Prepare messages for notification of all pertinent addressees (those who have been advised of the mission) of the incident or accident.

d. This Directive does not affect the procedures employed, nor the list of persons notified or alerted to an IDEALIST mission.

5. FORMAT MESSAGES:

a. Message Text

(1) Emergency situation for IDEALIST mission (number). This information to be held on most strict "need to know" basis.

(2) Statement of emergency. Give only confirmed data or state that data is unconfirmed or unknown to provide guidance for addressees planning, i.e., aircraft overdue; aircraft down; aircraft crashed, unconfirmed pilot escaped.

(3) Action (if any) to be taken by addressee. This will be by direction of the Director of Special Activities, or his alternate.

b. Formats

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(1)

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(2) IDEALIST Detachments -

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(3) USAF - Same as [REDACTED] format.

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(4) Joint Reconnaissance Center - Same as [REDACTED] format.

25X1A

(5) [REDACTED]

25X1A

(6) NSA - via [REDACTED] channels - EYES ONLY

25X1A

6. GENERAL:

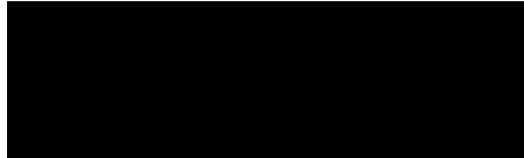
a. Emergency notification will be cleared and released by the Director of Special Activities or his designated alternate only.

b. IMMEDIATE precedence will be used for the first notice to each addressee; thereafter, the messages will bear a precedence appropriate to the need.

c. Log all actions in the Control Center Log Book.

d. A copy of this Directive will be included in the IDEALIST Emergency Actions Folder and retained in the Control Center.

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50-10-8-9 Nov

PROJECT HEADQUARTERS
DIRECTIVE 50-10-8

OPERATIONS
7 February 1966

Supersedes PHD #50-1055-16 dated 29 July 1964

NOTIFICATION TO COMINT COLLECTION AGENCIES
OF IDEALIST OPERATIONAL MISSIONS

1. PURPOSE:

To establish the procedure for notifying specified agencies of proposed IDEALIST missions in order that they may collect COMINT data pertaining to such missions.

2. SCOPE:

25X1A [REDACTED]
25X1A [REDACTED] this

procedure applies to all IDEALIST overflights and/or peripheral missions.

3. RESPONSIBILITY:

The IDEALIST Division is responsible for notifying the appropriate responsible addressee at mission plan time and whenever there is cancellation or delay. The enclosed sample message form will be used.

4. PROCEDURE:

25X1A a. All messages will include the [REDACTED] indicator and no cryptonyms or pseudonyms are authorized.

b. Notify the addressee appropriate to the area in which the mission operates.

25X1A (1) JSPC [REDACTED] (Info DIRNSA): China, North Korea, Sino Indian Border Area, Tibet, S.E. Asia, Indonesia.

(2) DIRNSA: Western Hemisphere.

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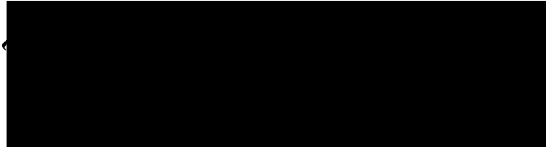
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(3) Contact TCO/BCO/OSA in event missions are alerted for any than above areas.

c. Mission plan messages will be sent IMMEDIATE precedence. Cancellation or delay messages will be sent the same addressees and info addressees as alert cable and using IMMEDIATE precedence.



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Attachment: Message Forms

1. Sample JSPC Message
2. Sample DIRNSA Message

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